ABSTRACT OF THE DISCLOSURE

A method for the production of a forged piston for an internal combustion engine, having a combustion depression provided on the piston head. The piston is formed from a first tube-shaped unmachined part made of oxidation-resistant steel, having at least one join surface, and a second cylindrical unmachined part made of hot-forgeable steel, having at least one join surface. The join surface of the first unmachined part is shrunk onto the join surface of the second unmachined part. The two unmachined parts are formed to produce a piston blank, by means of forging, causing at least the combustion depression to be formed from oxidation-resistant steel. Subsequently the piston blank is finished via machining to produce a piston ready for installation in the internal combustion engine. Simplified and cost-effective production of a piston having a reduced tendency to oxidize at the edge of the depression, and improved protection against wear caused by erosion is achieved.